

6. LAND USE AND TRANSPORTATION

The Land Use and Transportation chapter weaves together all other sections of the Envision San José 2040 General Plan. Land Use and Transportation Goals, Policies, and Implementation Actions (Policies) reinforce each City Concept, as well as each major policy chapter in this Plan – Thriving Community, Environmental Leadership, Quality of Life, and Implementation -- and provides the land use and transportation policies necessary to support goals established within each of the previous chapters. Land Use and Transportation Policies support: a diverse and innovative economy; sustainable transportation modes; avoidance of hazards and incompatible land uses; vibrant, safe, accessible, and complete neighborhoods; preservation of the City’s historical resources; and recreational opportunities to increase quality of life in San José.

Land Use Policies in this chapter guide development types and uses for new and existing construction. They also establish a framework for constructing provisions in the Zoning Ordinance (Title 20 of the San José Municipal Code).

Historically, commercial and industrial areas were segregated from residential areas, with exceptions such as Downtown, some Specific Plan Areas, and transit-supportive development as noted above. Land Use Policies in this chapter shift away from the historic pattern of land use separations and allow for more mixing of uses, particularly residential and commercial uses. This strategy supports City Concepts such as “Urban Villages & Corridors” and “Design for a Healthy Community.”

Large areas of existing single-family detached uses throughout the City are still protected by the Land Use Policies in this chapter and by alternative Policies in other chapters of this Plan.

San José is dedicated to the enhancement of its transportation infrastructure, including light and heavy rail, trails, roadways, airports, bicycling, and pedestrian facilities. Recognizing that trails serve a central and increasingly important role in San José’s transportation system, providing significant environmental and recreational benefit, the City has established an ambitious goal to be a national leader in the development of an urban trail system. The City is also committed to

bringing high-speed rail and the Bay Area Rapid Transit (BART) to San José. Land Use and Transportation Policies in this chapter support a balanced transportation system and encourage a reduction in motor vehicle trips, particularly those in single-occupant vehicles.

San José hosts a variety of alternatives to vehicular travel. As of 2010:

- San José offers extensive bus and rail service with approximately 180,000 boardings per day, with light rail tracks covering over 40 miles of the region and bus service to over 4,337 stops.
- Twenty-four unique trail systems provide over 50 miles of trails in San José, and the City is planning for a 100-mile network across 32 interconnected trails. San José also boasts an extensive network of bicycle lanes and bicycle/pedestrian bridges throughout the City. To facilitate longer trips, transit partners accommodate bikes on buses, light rail, and CalTrain, and bicycle lockers are provided at many transit stations.

The Transportation Policies in this chapter carefully integrate with the Land Use Policies, in part by reducing travel distances with compact, mixed-use development. They enhance facilities for walking, biking, and transit and create incentives for these modes of transportation while creating disincentives for driving. Driving will remain a significant transportation mode in San José. These Transportation Policies address this reality and seek to maximize the efficiency of San José's existing street system for personal and commercial vehicular use while still promoting complete streets that provide for pedestrian, bicycle, and public transit modes. The Transportation Network Diagram (included in this chapter) highlights transportation routes in the City and identifies modal options and priorities along varying routes.

Transportation Policies in this General Plan also address San José's airports, which transport a significant number of passengers and cargo to and from San José each day. The Norman Mineta International Airport provides services to 10.9 million passengers annually and approximately 30,000 passengers daily. This airport averages 360 commercial and 168 general aviation departures and landings daily with 17 commercial carriers.

Because these Land Use and Transportation Policies are so connected to other sections of the Envision San José 2040 General Plan, they must be considered in conjunction with other policy sets. For example, Land Use and Transportation



Policies help create vibrant communities; however, the application of these Policies along with the Urban Design and Arts & Culture Policies promote social interaction and an attractive City that truly thrives.

Land Use Policies

Land Use Goals, Policies, and Implementation Actions (Policies) guide the City's growth and implement its Plan Vision. Land Use Policies identify appropriate and inappropriate uses in various areas of the City. They protect the integrity of some lands and provide additional flexibility for uses in others.

To reinforce the Greenline/Urban Growth Boundary, Land Use Policies are broken into those for urban areas and those for non-urban areas. Urban Land Use Policies include criteria to support a balanced city, as well as address specific land uses, such as commercial, industrial, residential, and mixed-use. Historic Preservation Policies are included with Urban Land Use Policies. To provide further guidance, Urban Land Use Policies are provided for downtown, growth areas, private community gathering facilities, and urban agriculture. Non-Urban Land Use Policies address rural agriculture and the Greenline/Urban Growth Boundary. These Land Use Policies should be reviewed and considered in conjunction with other policy sets in this document.

Collectively, its Land Use Policies promote the fiscal sustainability of the City by protecting employment lands, particularly industrial lands, and by supporting an increase in the jobs-to-employed resident ratio. These Land Use Policies foster environmentally sustainable development by restricting growth in the hillsides, protecting open spaces, and targeting growth in Downtown and other identified growth areas where intensification will increase transit use. The Land Use Policies promote creation of safe, livable, and complete neighborhoods where all daily activities can be accomplished within a short walking distance.

Land Use Policies offer considerable flexibility for mixing uses, with particular emphasis on support for employment uses. Neighborhood-serving commercial uses are encouraged throughout the City, at locations close to the populations they serve. Downtown offers maximum flexibility in mixing of uses.

Unlike the former San José 2020 General Plan, which provided considerable flexibility for residential development throughout the City, the Envision San José 2040 General Plan focuses all growth to identified Growth Areas and precludes large-scale residential development from occurring on other sites that have not been allocated new growth capacity. Within Growth Areas, most new residential development is planned to occur at a density of at least 55 Dwelling Units / Acre, with some allowance for lower density projects of at least 30 Dwelling Units / Acre at interfaces with existing single-family neighborhoods. New housing growth outside of the identified Growth Areas is limited to small infill projects that match the prevailing neighborhood character so that they represent a limited amount of housing growth capacity, in keeping with the overall intent of this General Plan to achieve specific Citywide targets for job and housing growth and the J/ER ratio. The majority of housing growth is limited to planned Growth Areas, each of which would have a specific number of units available for new development projects, as noted in Table . Identified vacant or underutilized properties, which could be developed for residential use at densities consistent with the adjacent neighborhoods, have been allocated a small number of housing units in the aforementioned growth capacity table.

General Land Use Policies

Goal LU-1 – General Land Use

Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.

Policies – General Land Use

- LU-1.1 Foster development patterns that will achieve a complete community in San Jose, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.
- LU-1.2 Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.
- LU-1.3 Within Identified Growth Areas, where consolidation of parcels is necessary to achieve viable designated land uses or other objectives of this General Plan, limit residential development of individual parcels that do not conform to approved Village Plans or further other plan objectives.
- LU-1.4 Encourage developers of large commercial and industrial projects to identify and appropriately address the potential need generated by these projects for child care facilities or services. The provision of on-site child care may be considered for a single tenant building in industrial areas primarily for use by employees of the industrial facility. Do not locate off-site, freestanding child care facilities within industrial areas, except for those areas that have been designated for such uses.
- LU-1.5 With new development or expansion and improvement of existing development or uses, incorporate measures to comply with current Federal, State, and local standards.
- LU-1.6 Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.
- LU-1.7 Collaborate with appropriate external agencies with land use authority or regulations in San José. Consider applicable Airport Land Use Commission, Santa Clara Valley Water District, Local Area Formation Commission, and other policies from outside agencies when reviewing new or expanded uses.
- LU-1.8 Preserve existing Public / Quasi-Public lands in order to maintain an inventory of sites suitable for Private Community Gathering Facilities, particularly within the Residential Neighborhoods, Urban Villages and commercial areas, and to reduce the potential conversion of employment lands to non-employment use.

Actions – General Land Use

- LU-1.9 Review criteria in the Zoning Ordinance and update it as appropriate to reflect Land Use goals, policies, and implementation actions in this Plan.
- LU-1.10 Incorporate appropriate land use policies developed as part of the Water Pollution Control Plant Master Plan process into this General Plan, to more clearly identify the distribution of jobs in that area.

Growth Areas

A key strategy of this Plan is to focus new growth and intensification of land uses in specifically identified “Growth Areas,” while preserving the general character and density of other areas of the City that are predominantly established single-family residential neighborhoods. This approach focuses new growth into relatively compact and centralized locations, thereby reducing environmental impacts, fostering transit use and walkability and preserving the character of San José’s established neighborhoods.

The specific amount of planned job and growth capacity for each Growth Area is indicated in **Table ____** *General Plan Capacity – Distribution of Job and Housing Growth Capacity by Location*. The planned job and growth capacity is a projection or planned capacity based upon the expected job and housing growth that would result from full build-out of underutilized properties consistent with the General Plan Land Use / Transportation Diagram designations for such properties within the relevant Growth Area.

Goal LU-2 – Growth Areas

Focus new growth into identified Growth Areas to protect the quality of existing neighborhoods, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City’s projected demographics (i.e., an aging population), and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.

Policies – Growth Areas

- LU-2.1 Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.
- LU-2.2 Include within the General Plan Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas:
- **Downtown** – The City’s Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as its civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.

- **Specific Plan Areas** – The City’s Specific Plans provide significant residential growth capacity and opportunities for mixed-use development. Alviso Master Plan and Rincon South Specific Plan areas also include significant amounts of planned job growth. The Water Pollution Control Plant lands, currently undergoing a separate master planning process, have been identified as a significant opportunity within the City to add new employment land areas, and in particular to provide an opportunity for new light industry or manufacturing activity jobs.
- **North San José** – Because of its importance as a job center, access to transit facilities and proximity to the San José Mineta International Airport, the North San José Area is planned to accommodate up to 100,000 new jobs and 32,000 new housing units. The North San José Area Development Policy includes a phasing plan and a Traffic Impact Fee which link job and housing growth and provide funding for transportation improvements. The North San José Neighborhoods Plan and North San José Urban Design Guidelines provide additional guidance for the development of this City region.
- **Employment Lands** – The Plan supports significant intensification of employment activity within each of the City’s major employment districts (North San José, Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road and North Coyote Valley). Within the North San José, Berryessa / International Business Park and Old Edenvale areas, a centralized sub-area with strong transit access has been designated as an Employment Center to support mid-rise or high-rise employment development. The Employment Center in the northeast corner of the Berryessa / International Business Park area is also classified as a BART station area due to its proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations.
- **Urban Villages: BART/Caltrain Station Areas** – To maximize utilization of the Caltrain and BART systems, support regional commuting and foster the City’s growth as a regional job center, significant new job growth capacity is planned for the each of the BART / Caltrain Urban Villages. Significant job and housing growth capacity is planned for the Berrryessa BART station area in order to support intensification of the station area as a regional employment destination and to achieve a level of density consistent with that planned for other BART and Light Rail station areas.
- **Urban Villages: Transit / Commercial Corridors** – A large and balanced amount of job and housing growth capacity is planned for the Transit / Commercial Corridor Urban Villages with the goal to maximize the opportunity for creating new mixed-use Villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, the Light Rail Urban Villages provide more opportunity for retail and service jobs that benefit from close proximity to residential use. Although the BART system serves as a

regional transit line that brings workers from throughout the region to employment centers within San José, the light rail system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community owing to the amount and diversity of established commercial uses and other services already located within the area.

- **Urban Villages: Commercial Centers** – While Commercial Center Urban Villages are less directly connected to transit, they contain large parcels which may have greater potential for redevelopment and are generally located in areas with a high degree of accessibility which is advantageous for intensified commercial development. Providing residential growth capacity in the Commercial Center Urban Villages is a potential catalyst for spurring the redevelopment and enhancement of existing commercial uses while also transforming them into Village type environments. At the same time, their typically more suburban settings may create some challenge to such revitalization. The Commercial Center Urban Villages, with closer proximity to other Growth Areas and transit (e.g., North Bascom Avenue between West San Carlos and Southwest Expressway) or in proximity to established, more intense uses (e.g., De Anza Blvd.), may have greater near-term potential for transformation into Village settings. A modest and balanced amount of new housing and job growth capacity is planned for the Commercial Center Urban Villages in order to support their intensification as both employment and housing centers, while also recognizing that transit-oriented sites should be given the greatest priority for locating new growth.
- **Urban Villages: Neighborhood Villages** – To support the Envision goal of providing broad access to mixed-use Urban Villages for all areas of the City through the development of Neighborhood Villages, while also accommodating this General Plan's strong jobs orientation, a small amount of housing growth capacity and a modest amount of job growth capacity is planned for Neighborhood Village areas. Without more housing growth, it will be difficult to significantly enhance existing retail and service uses in Neighborhood Village areas. It also will likely be difficult to attract Driving Industry type jobs to these locations given their relatively small scale and separation from other employment areas.

LU-2.3 To support the intensification of identified Growth Areas, and to achieve the various goals related to their development throughout the City, restrict new development on properties in non-Growth Areas.

Action – Growth Areas

- LU-2.4 To accomplish the planned intensification of employment and residential uses at the Berryessa BART station, reconsider existing entitlements to expand the area planned for employment uses and to increase the density of employment and residential areas within the BART Station Village area.

Downtown

Goal LU-3 – Downtown

Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.

Policies – Downtown

- LU-3.1 Provide maximum flexibility in mixing uses throughout the Downtown Area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of this General Plan.
- LU-3.2 Support Downtown as a primary employment center in the region, especially for financial institutions, insurance companies, government offices, professional services, information and communication technology companies, and businesses related to conventions.
- LU-3.3 Support the development of Downtown as an arts, cultural, and entertainment center for San José and the region. Promote special events, parades, celebrations, performances, concerts, and festivals.
- LU-3.4 Facilitate development of retail and service establishments in Downtown, and support regional- and local-serving businesses to further primary objectives of this Plan.
- LU-3.5 Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.
- LU-3.6 Prohibit uses that serve occupants of vehicles (such as drive-through windows) and discourage uses that serve the vehicle (such as car washes and service stations), except where they do not disrupt pedestrian flow, are not concentrated, do not break up the building mass of the streetscape, and are compatible with the planned uses of the area.

- LU-3.7 Recognize the urban nature of Downtown and support 24-hour uses and outdoor uses, so long as significant adverse impacts do not occur.
- LU-3.8 Leverage Downtown's urban nature and promote projects that will help achieve economic, fiscal, environmental, cultural, transportation, social, or other objectives of this plan.

Commercial Lands

Goal LU-4 – Commercial

Establish commercial uses that maximize revenue to the City and provide employment for its residents in order to achieve fiscal sustainability and our desired jobs per employed resident ratio.

Policies – Commercial

- LU-4.1 Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José's workers, residents, and visitors.
- LU-4.2 In order to attract shoppers from throughout the region, encourage distinctive regional-serving commercial uses on sites near the City's borders. Give preference to locations having good access to freeways and major arterials or near multimodal transit stations.
- LU-4.3 Concentrate new commercial development in identified growth areas and other sites designated for commercial uses on the Land Use/Transportation Diagram. Allow new and expansion of existing commercial development within established neighborhoods when such development is appropriately located and designed, and is primarily neighborhood serving.
- LU-4.4 Allow limited industrial uses in commercially designated areas if such uses are of a scale, design, or intensity that creates less than significant negative impacts to surrounding uses.

Goal LU-5 – Neighborhood Serving Commercial

Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled.

Policies – Neighborhood Serving Commercial

- LU-5.1 In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient multi-modal access to a full range of goods and services.
- LU-5.2 To facilitate pedestrian access to a variety of commercial establishments and services that meet the daily needs of residents and employees, locate neighborhood-serving commercial uses throughout the city, including identified growth areas and areas where there is existing or future demand for such uses.

- LU-5.3 Encourage new and intensification of existing commercial development in vertical mixed-use projects and, in some instances, integrated horizontal mixed-use projects, consistent with the Land Use / Transportation Diagram.
- LU-5.4 Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public sidewalks; providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage.
- LU-5.5 Provide pedestrian and vehicular connections between adjacent commercial properties with reciprocal-access easements to encourage safe, convenient, and direct pedestrian access and “one-stop” shopping. Encourage and facilitate shared parking arrangements through parking easements and cross-access between commercial properties to minimize parking areas and curb-cuts.
- LU-5.6 Encourage and facilitate the upgrading, beautifying, and revitalization of existing strip commercial areas and shopping centers. Minimize the visual impact of large parking lots by locating them away from public streets.
- LU-5.7 Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.
- LU-5.8 Encourage outdoor cafes and other outdoor uses in appropriate commercial areas to create a vibrant public realm, maximize pedestrian activity, and capitalize on San José’s temperate climate.
- LU-5.9 Do not locate adult entertainment uses (i.e., adult book stores, adult cabarets, and massage parlors) within close proximity to residential uses, schools, or one another.
- LU-5.10 In the review of new locations for the off-sale of alcohol, give preference to establishments that offer a full range of food choices including fresh fruit, vegetables, and meat.

Industrial Lands

Goal LU-6 – Industrial Preservation

Preserve and protect industrial uses to sustain and develop the city’s economy and fiscal sustainability.

Policies – Industrial Preservation

- LU-6.1 Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within Five Wounds BART Station Urban Village Area, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village area maintains capacity for the overall total number of existing and planned jobs.
- LU-6.2 Prohibit encroachment of incompatible uses into industrial lands, and prohibit non-industrial uses which would result in the imposition of additional operational restrictions and/or mitigation requirements on industrial users due to land use incompatibility issues.
- LU-6.3 When new uses are proposed in proximity to existing industrial uses, incorporate measures within the new use to minimize its negative impacts on existing nearby land uses and to promote the health and safety of individuals at the new development site.
- LU-6.4 Encourage the development of new industrial areas and the redevelopment of existing older or marginal industrial areas with new industrial uses, particularly in locations which facilitate efficient commute patterns. Use available public financing to provide necessary infrastructure improvements as one means of encouraging this economic development and revitalization.
- LU-6.5 Maintain and create Light Industrial and Heavy Industrial designated sites that are at least one acre in size in order to facilitate viable industrial uses.
- LU-6.6 Monitor the absorption and availability of industrial land, particularly land identified for light and heavy industrial uses, to ensure a balanced supply of available land for all sectors, including industrial suppliers and services.
- LU-6.7 Encourage supportive and compatible commercial and office uses in industrial areas designated for those uses. In areas reserved for light and heavy industrial uses, only limited auxiliary and incidental commercial uses, such as small eating establishments, may be permitted when such uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area.
- LU-6.8 Reserve industrial areas for industrial and compatible support uses, while recognizing that industrial uses come in a variety of types and forms. Allow non-industrial uses which are only incidental to and totally compatible with primary industrial uses in exclusively industrial areas. Consider allowing supportive, non-industrial activities, such as retail sales of materials manufactured or stored on site.

- LU-6.9 Prohibit Private Community Gathering Facility uses in the interior of industrial park, light industrial, and heavy industrial areas. Consider these uses on the perimeter of such areas only, in accordance with Private Community Gathering Facility Goals & Policies in this Plan.
- LU-6.10 Maintain an inventory of industrial lands and periodically assess the condition, type, and amount of industrial land available to meet projected demands.

Goal LU-7 – Attract New Industrial Uses

Attract new industrial uses to expand the City's economy and achievement of fiscal sustainability, stimulate employment, and further environmental goals.

Policies – Attract New Industrial Uses

- LU-7.1 Encourage industrial supplier/service business retention and expansion in appropriate areas in the City.
- LU-7.2 Seek out industrial uses that are environmentally sustainable or create environmentally beneficial products in order to maintain a healthful environment and preserve natural resources.
- LU-7.3 Encourage the use of industrially-planned land to provide locations for various forms of recycling services (e.g., collection, handling, transfer, processing, etc.), for the support facilities required by these services (e.g., service yards, truck storage and service) and for companies that manufacture new products out of recycled materials in order to support the City's Solid Waste Program.

Goal LU-8 – Maintain Employment Lands

Maintain Appropriately Designated Employment Areas for a Mix of Industrial and Compatible Commercial Uses

Policies – Maintain Employment Lands

- LU-8.1 In areas that are designated for mixed industrial and commercial uses, commercial uses that are compatible with industrial uses may be allowed. Non-employment uses are prohibited in these areas.
- LU-8.2 Encourage more large-format commercial uses in Combined Industrial/Commercial lands, since these development typologies are typically similar to the development scale of industrial development in the same area. Discourage small-scale and strip commercial shopping centers in the Combined Industrial/Commercial area.

Residential and Mixed Use

Goal LU-9 – High-Quality Living Environments

Provide high quality living environments for San José's residents.

Policies – High-Quality Living Environments

- LU-9.1 Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs or gated communities that do not provide through- and publicly-accessible bicycle and pedestrian connections.
- LU-9.2 Facilitate the development of complete neighborhoods by allowing appropriate commercial uses within or adjacent to residential and mixed-use neighborhoods.
- LU-9.3 Integrate housing development with our City's transportation system, including transit, roads, and bicycle and pedestrian facilities.
- LU-9.4 Prohibit residential development in areas with identified hazards to human habitation unless these hazards are adequately mitigated.
- LU-9.5 Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses.
- LU-9.6 Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents' open space and recreation needs.
- LU-9.7 Ensure that new residential development does not impact the viability of adjacent employment uses that are consistent with the General Plan Land Use / Transportation Diagram.
- LU-9.8 When changes in residential densities in established neighborhoods are proposed, the City shall consider such factors as neighborhood character and identity; historic preservation; compatibility of land uses and impacts on livability; impacts on services and facilities, including schools, to the extent permitted by law; accessibility to transit facilities; and impacts on traffic levels on both neighborhood streets and major thoroughfares.
- LU-9.9 In areas designated for residential use, parking facilities to serve adjacent nonresidential uses may be allowed if such parking facilities are integrated with the non-residential use, adequately landscaped, and buffered.
- LU-9.10 Discourage substantial expansion of existing nonresidential uses (e.g., major structural improvements or expansions) that are incompatible with residential uses on properties designated for residential use.

- LU-9.11 Design single-family and duplex residential development with limited vehicular access to arterial streets as follows:
1. No direct vehicular access on six lane arterials or within 350 feet of the intersection of two arterials.
 2. No direct vehicular access on four lane arterials.
 3. The use of frontage roads, corner lots, or other street design solutions for vehicular access is encouraged.
- LU-9.12 Bed and breakfast inns may be located on properties designated for residential land use, regardless of density, provided that impacts on the surrounding neighborhood can be satisfactorily mitigated.
- LU-9.13 Equitably distribute residential social service programs (e.g., board and care facilities) throughout the City, especially in areas with access to transit, rather than concentrating them in a few areas. Encourage the County and other social service licensing agencies to recognize and implement this policy.
- LU-9.14 Allow small residential care and service facilities, supportive housing, and transitional housing for up to six persons, in residential neighborhoods of any density. Encourage facilities for more than six persons to locate in areas with access to transit, retail, services, and other amenities.
- LU-9.15 New single-family flag lots may be appropriate on hillside properties but are discouraged within other parts of the City. Flag lot development in non-hillside areas should have a clear and visible relationship to the neighborhood and the street and should be consistent with the applicable Zoning district which can assure that relationship. To strengthen neighborhood preservation policies and objectives of this plan, the City Council has adopted a policy establishing criteria for the use of flag lots.
- LU-9.16 Do not locate freestanding communications structures such as towers, antennae and monopoles on sites designated for residential land use unless such sites are occupied by a PG&E substation or corridor for high-tension lines exceeding 200 KV.
- LU-9.17 Limit residential development in established neighborhoods that are not identified growth areas to projects that conform to the site's Land Use / Transportation Diagram designation and meet Urban Design policies in this Plan.
- LU-9.18 Consider Fiscal Sustainability; Historic Preservation; Urban Design; and Parks, Recreation, and Open Space Goals, Policies, and Implementation Actions in this Plan when reviewing new residential development.

Goal LU-10 – Efficient Use of Residential & Mixed-Use Lands

Meet the housing needs of existing and future residents by fully and efficiently utilizing lands planned for residential and mixed-use and by maximizing housing opportunities in locations within a half mile of transit, with good access to employment areas, neighborhood services, and public facilities.

Policies – Efficient Use of Residential & Mixed-Use Lands

- LU-10.1 Develop land use plans and implementation tools that result in the construction of mixed-use development in appropriate places throughout the City as a means to establish walkable, complete communities.
- LU-10.2 Distribute higher residential densities throughout our city in identified growth areas and facilitate the development of residences in mixed-use development within these growth areas.
- LU-10.3 Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.
- LU-10.4 Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street type development.
- LU-10.5 Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.
- LU-10.6 In identified growth areas, do not approve decreases in residential density through zoning change or development entitlement applications or through General Plan amendments.
- LU-10.7 Encourage consolidation of parcels to promote mixed-use and high density development at locations identified in the Land use / Transportation Diagram.
- LU-10.8 Encourage the location of schools, private community gathering facilities, and other public/quasi public uses within or adjacent to Villages, Corridors and other growth areas and encourage these uses to be developed in an urban form and in a mixed-use configuration.

Actions – Efficient Use of Residential & Mixed-Use Lands

- LU-10.9 Model the federal Interagency Partnership for Sustainable Communities (HUD-DOT-EPA) at the local level between Housing and other City Departments to facilitate the creation of smart growth communities.

Performance Measures – Efficient Use of Residential & Mixed-Use Lands

- LU-10.10 Achieve 75% of residents who can access 25% of their retail/service needs within a 20-minute walk and 50% of residents who can access 50% of their retail/service needs within a 20-minute walk.

Residential Neighborhoods

Goal LU-11 – Residential Neighborhoods

Regulate the urban form, architectural quality and contextual compatibility of new construction and uses within the City's varied residential neighborhoods to promote a residential neighborhood environment conducive to a high quality of life for neighborhood residents and visitors.

Policies – Residential Neighborhoods

- LU-11.1 Design all new single-family detached residences so that each home has a frontage on a public street or on a private street that appears and functions as a public street.
- LU-11.2 Support subdivisions of residential lots if the new lots reflect the established pattern of development in the immediate area, including lot sizes and street frontages. Discourage residential developments, such as courthomes or flag lots, that increase residential densities for an area or disrupt an established neighborhood pattern. Allow new development of a parcel, including one to be subdivided, to match the existing number of units on that parcel; design such subdivisions to be compatible with and, to the degree feasible, consistent with the form of the surrounding neighborhood pattern. Consider allowing secondary units (granny or in-law units) in lieu of creating flag lots, substandard lots, or parcels that disrupt an established neighborhood pattern.
- LU-11.3 Direct all significant new residential growth to identified Growth Areas to further the environmental, transit, healthy community, and other *Envision* General Plan objectives. Limit infill development within areas designated as Residential Neighborhood on the Land Use / Transportation Diagram to projects that maintain the prevailing neighborhood form and density as it exists on adjoining properties, with particular emphasis upon establishing and/or maintaining a consistent streetscape form between new and existing development.
- LU-11.4 Locate new commercial uses in established residential neighborhoods on busier streets or at street intersections. Discourage new commercial uses on small existing streets unless it can be clearly demonstrated that the commercial use can integrate with the existing residential neighborhood without creating adverse impacts. Discourage primary access to large commercial parking lots and structures through residential neighborhoods.

- LU-11.5 Integrate new and existing neighborhoods and facilitate movement throughout the City by connecting streets and particularly by providing pedestrian and bicycle cross-access connections. Integrate new infill development into the existing neighborhood pattern, continuing, and where applicable extending or completing, the existing street network.
- LU-11.6 For new infill development, match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts on to a public street to be shared by the proposed new project. As an exception, for parcels already developed with more than one dwelling unit, new development may include up to the same number of dwelling units as the existing condition. The form of such new development should be compatible with and, to the degree feasible, consistent with the form of the surrounding neighborhood pattern.
- LU-11.7 Permit new development to establish a unique character as defined by density, lot size and shape only in cases where the new development is completely separated from existing neighborhoods by freeways, major expressways, or a riparian corridor or other similar barrier.

Actions – Residential Neighborhoods

- LU-11.8 Rezone Residential Neighborhood areas with nonconforming zoning designations to align with the General Plan, taking existing uses into consideration. For areas where the Residential Neighborhood designation supports the development of duplexes or commercial uses, a corresponding residential zoning designation that supports duplexes and/or commercial uses is appropriate. For areas where the Residential Neighborhood designation supports the development of single-family residences, a corresponding residential zoning designation that supports single-family use is appropriate. Give priority for such rezoning actions to areas with an existing neighborhood or community plan that identifies rezoning as a community goal.

Urban Agriculture

Urban agriculture has a wealth of health, social, environmental, and economic benefits. Envision San José 2040 Urban Agriculture Goals, Policies, and Implementation Actions are intended to preserve agricultural land, improve the community's access to healthful foods, promote local and ecologically sound food production, and support the ability of farmers in the region to sell their produce locally.

Goal LU-12 – Urban Agriculture

Expand the cultivation and sale of locally grown agriculture as an environmentally sustainable means of food production and as a source of healthy food for San José residents.

Policies – Urban Agriculture

- LU-12.1 Maintain existing and facilitate the development of new and expanded community gardens and farmers markets throughout San José, prioritizing the provision of these gardens in low income, nutritionally-deficient neighborhoods.
- LU-12.2 Support urban agriculture opportunities such as back-yard, roof-top, indoor, and other gardens that produce ecologically sound food for personal consumption. Encourage developers to incorporate gardens that produce ecologically sound food for residents and workers.
- LU-12.3 Protect and preserve the remaining farmlands within San José's sphere of influence that are not planned for urbanization in the timeframe of this general plan through the following means:
- Limit residential uses in agricultural areas to those which are incidental to agriculture.
 - Restrict and discourage subdivision of agricultural lands.
 - Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, and transfers of development rights.
 - Prohibit land uses within or adjacent to agricultural lands that would compromise the viability of these lands for agricultural uses.
 - Strictly maintain the Urban Growth Boundary in accordance with other goals and policies in this Plan.
- LU-12.4 Preserve agricultural lands and prime soils in non-urban areas in order to retain the aquifer recharge capacity of these lands.
- LU-12.5 Encourage appropriate agricultural uses in the hillsides.
- LU-12.6 Promote the passage of legislation to establish Countywide or Statewide agricultural preservation programs, including the funding necessary for implementation of such programs.
- LU-12.7 Encourage incorporation of edible landscaping in appropriate locations on new and existing residential, commercial, and public development projects.
- LU-12.8 Support the efforts of non-profit organizations and the County to integrate and/or maintain sustainable small scale agriculture within existing and planned parks and open spaces including the planned Martial Cottle County Park, Guadalupe Gardens, and other publicly or privately owned properties where appropriate.

Actions – Urban Agriculture

- LU-12.9 Develop a City Council Policy to address ways San José will support Urban Agriculture. This policy should include strategies to increase access to healthful foods, particularly in low income or nutritionally-deficient areas; increase the sale and availability of locally or regionally grown foods; increase urban food production; and clearly identify the appropriate City processes for dealing with agriculture issues.
- LU-12.10 Work with the County Health Department, school districts and non-profit health organizations, particularly at schools, community centers and libraries, on efforts to educate the community on the nutritional, economic, and environmental benefits of consuming locally grown and ecologically sound foods.
- LU-12.11 Revise the Zoning Ordinance to allow both community gardens and incidental gardening as a permitted use in appropriate zoning districts.

Historic Preservation

Historic sites and structures provide an educational link to San José's past and foster a sense of place and community identity for San José. The preservation of appropriate remnants of a city's past provides multiple benefits important to the health and progress of the city. Historical resources:

- Are instructive, telling the story of a community's past;
- Provide a sense of civic identity and unique character;
- Are typically an interesting and pleasing aesthetic in the urban environment;
- Can generate economic advantage for a property or neighborhood;
- Give a community a sense of permanency. A place with a clear past can expect to also have a definite future;
- Once lost, cannot be recovered.

For purposes of this section in the Envision San José 2040 General Plan, the following definitions are applicable:

- "Landmark" means City Landmark structure, Contributing Structure in a City Landmark Historic District, structure listed on the National Register of Historic Places and/or the California Register of Historical Resources, a Contributing Structure in a National Register Historic District, or a structure that qualifies for any of the above (candidate), based on the applicable City, State, or National qualification criteria.
- A "Historic District" is a City Landmark or National Register Historic District.
- A "candidate" historic landmark or district is an area in which formal proceedings have begun to designate a structure or area as such or an area which has been surveyed by a qualified consultant and determined to be eligible as a historic landmark or district.
- A "Conservation Area" is a geographically definable area of urban or rural character with identifiable attributes embodied by: (1) architecture, urban design, development patterns, setting, or geography; and (2) history. Conservation Areas are identified by the City Council based upon criteria in the City's Historic Preservation Ordinance.

Goal LU-13 – Landmarks and Districts

Preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.

Policies – Landmarks and Districts

- LU-13.1 Preserve the integrity and fabric of candidate or designated Historic Districts.
- LU-13.2 Preserve candidate or designated landmark buildings, structures and historic objects, with first priority given to preserving and rehabilitating them for their historic use, second to preserving and rehabilitating them for a new use, or third to rehabilitation and relocation on-site. If the City concurs that no other option is feasible, candidate or designated landmark structures should be rehabilitated and relocated to a new site in an appropriate setting.
- LU-13.3 For landmark structures located within new development areas, incorporate the landmark structures within the new development as a means to create a sense of place, contribute to a vibrant economy, provide a connection to the past, and make more attractive employment, shopping, and residential areas.
- LU-13.4 Require public and private development projects to conform to the adopted City Council Policy on the Preservation of Historic Landmarks.
- LU-13.5 Areas with a concentration of historically and/or architecturally significant buildings, structures, or sites should be evaluated and be preserved, through the creation of Historic Districts.
- LU-13.6 Modifications to candidate or designated landmark buildings or structures shall conform to the Secretary of the Interior's Standards for Treatment of Historic Properties and/or appropriate State of California requirements regarding historic buildings and/or structures, including the California Historical Building Code.
- LU-13.7 New development, alterations, and rehabilitation/remodels within a designated or candidate Historic District shall be designed to be compatible with the character of the Historic District and conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, appropriate State of California requirements regarding historic buildings and/or structures (including the California Historic Building Code) and to applicable historic design guidelines adopted by the City Council.
- LU-13.8 Require that new development, alterations, and rehabilitation/remodels adjacent to a designated or candidate landmark or Historic District be designed to be sensitive to its character.

- LU-13.9 Promote the preservation, conservation, rehabilitation, restoration, reuse, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, street trees, sidewalk design, signs) related to candidate and/or landmark buildings, structures, districts, or areas.
- LU-13.10 City public works projects (street lights, street tree plantings, sidewalk design, etc.) shall promote, preserve, or enhance the historic character of Historic Districts.
- LU-13.11 Maintain and update an inventory of historic resources in order to promote awareness of these community resources and as a tool to further their preservation. Give priority to identifying and establishing Historic Districts.
- LU-13.12 Develop and encourage public/public and public/private partnerships as a means to support, expand, and promote historic preservation.
- LU-13.13 Foster the rehabilitation of buildings, structures, areas, places, and districts of historic significance. Utilize incentives permitting flexibility as to their uses; transfer of development rights; tax relief for designated landmarks and districts; easements; alternative building code provisions for the reuse of historic structures; and financial incentives.
- LU-13.14 Advocate for the continuation and appropriate expansion of Federal and State tax and/or other incentives for the rehabilitation and/or restoration of historically or architecturally significant buildings, structures, areas, and/or places.
- LU-13.15 Implement City, State, and Federal historic preservation laws, regulations, and codes to ensure the adequate protection of historic resources.
- LU-13.16 Alert property owners, land developers, and the building industry to historic preservation goals and policies and their implications early in the development process.

Actions – Landmarks and Districts

- LU-13.17 Amend the City's Historic Preservation Ordinance to specify that a Contributing Structure to a City Historic District is eligible for consideration of a Mills Act contract and to require Historic Preservation Permits and/or Adjustments for modifications to buildings, structures, and/or sites in a National Register Historic District.
- LU-13.18 Explore establishing a grant program for historic preservation, potentially partnering with Preservation Action Council San José, History San José, or other organizations.
- LU-13.19 Continue to identify landmarks, landmark districts and Conservation Areas on the land use/transportation diagram as Areas of Historic Sensitivity.

- LU-13.20 Explore funding options and techniques to proactively conduct additional historic surveys and to maintain and update the City's Historic Resources Inventory. As funding allows, undertake comprehensive area-wide surveys of the city to identify potential Historic Districts, Cultural Landscapes at the City's edge, and significant buildings and/or structures, including Traditional Cultural Properties.
- LU-13.21 Implement strategic General Plan and zoning changes as indicated by federal, state or municipal "historic" or "conservation area" designations, in order to maintain neighborhood vitality and character and to preserve the integrity of historic structures located within those neighborhoods. To preserve predominantly single-family historic neighborhoods, rezone residential structures located in these areas to a single-family zoning designation.
- LU-13.22 Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.
- LU-13.23 San Jose will maintain a file of historic survey reports by location to make the information retrievable for research purposes.
- LU-13.24 For vacant lands at the edge of the Urban Growth Boundary in the Almaden, Alviso, and Coyote Planning Areas, require investigation during the development review process to determine whether significant Cultural Landscapes or Traditional Cultural Properties eligible for the National Register of Historic Places may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.

Goal LU-14 – Historic Structures of Lesser Significance

Preserve and enhance historic structures of lesser significance (i.e., Structures of Merit, Identified Structures, and particularly Historic Conservation Areas) as appropriate, so that they remain as a representation of San José's past and contribute to a positive identity for the City's future.

Policies – Historic Structures of Lesser Significance

- LU-14.1 Preserve the integrity and enhance the fabric of areas or neighborhoods with a cohesive historic character as a means to maintain a connection between the various structures in the area.
- LU-14.2 Prioritize the preservation of historic structures that contribute to an informal cluster or a Conservation Area; have a special value in the community; are a good fit for preservation within a new project; have a compelling design and/or an important designer; etc.

- LU-14.3 New development, alterations, and rehabilitation/remodels in conservation areas should be designed to be compatible with the character of the Conservation Area. In particular, projects should respect character defining elements of the area that give the area its identity. These defining characteristics could vary from area to area and could include density, scale, architectural consistency, architectural variety, landscape, etc.
- LU-14.4 The City encourages avoiding demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by rehabilitation, re-use on the subject site, and/or relocation of the resource.
- LU-14.5 Continue and strengthen enforcement programs, such as those addressing vacant buildings, to promote the maintenance, and survival of all classes of the city's historic and cultural resources.
- LU-14.6 Preservation of Structures of Merit and Contributing Structures in Conservation Areas is a key consideration in the development review process. As development proposals are submitted, evaluate the significance of structures, complete non-Historic American Building Survey level of documentation, list qualifying structures on the Historic Resources Inventory, and consider the feasibility of incorporating structures into the development proposal, particularly those structures that contribute to the fabric of conservation areas.
- LU-14.7 City public works projects (street lights, street tree planting, sidewalk design, etc.) should promote, preserve, or enhance the historic character of Conservation Areas.
- LU-14.8 Modifications to the exterior of any building or structure located in a Conservation Area shall be performed in a manner consistent with any and all design guidelines approved or accepted by the City Council for the preservation of historic buildings or structures.

Action – Historic Structures of Lesser Significance

- LU-14.8 Amend applicable design guidelines and City policies to add flexibility in the development review process (for example, with regulations related to parking, independently accessible private open spaces, requirement for units to be attached, etc.) to encourage the preservation, conservation, rehabilitation, reuse, or relocation of historic resources consistent with the character and needs of the surrounding properties and uses.

Goal LU-15 – Public Awareness

Increase public awareness and understanding of the history of San José, historic preservation, and its importance to the economic and cultural vitality of the City.

Policies – Public Awareness

- LU-15.1 Encourage widespread public participation in the identification and designation of historically or culturally significant buildings, structures, sites, areas, and/or places to update and maintain the City's Historic Resources Inventory.

- LU-15.2 Foster a community sense of stewardship and personal responsibility for all historic and cultural resources.
- LU-15.3 Encourage public accessibility and/or use of City Landmark, California Register, and National Register buildings, structures, areas, places, and sites, even if only for temporary or special events.
- LU-15.4 Educate/inform the public of the importance of San José's strong historic connections to past industry. Preserve historical resources from agriculture to high-tech whenever possible, feasible, and appropriate to serve as a link between San José's present and past.

Actions – Public Awareness

- LU-15.5 Work with neighborhood groups and historic preservation advocacy groups on events, materials, and efforts to educate the public on the positive benefits of historic preservation generally and in specific neighborhoods.
- LU-15.6 Expand resources such as historic maps, historic markers, or self-guided walking tours as a means to promote and celebrate historic preservation in San José.

Goal LU-16 – Sustainable Practices

Preserve, conserve, and/or rehabilitate historic structures as a means to achieve the City of San José's environmental, economic, and fiscal sustainability goals.

Policies – Sustainable Practices

- LU-16.1 Integrate historic preservation practices into development decisions based upon fiscal, economic, and environmental sustainability.
- LU-16.2 Evaluate the materials and energy resource consumption implications of new construction to encourage preservation of historic resources.
- LU-16.3 Encourage sustainable energy, water, and material choices that are historically compatible as part of the preservation, conservation, rehabilitation, and/or reuse of historical resources.
- LU-16.4 Require development approvals that include demolition of a structure eligible for or listed on the Historic Resources Inventory to salvage the resource's building materials and architectural elements to allow re-use of those elements and materials and avoid the energy costs of producing new and disposing of old building materials.
- LU-16.5 Utilize the aesthetic and cultural qualities of historic resources of all types as means of promoting San José as a place to live, work and visit consistent with the City's economic development goals.

Actions – Sustainable Practices

- LU-16.6 Explore the revision of the Construction and Demolition Diversion Deposit (CDDD) program to eliminate the deposit requirement for projects proposing rehabilitation of a historic landmark, a property in a Historic District, or the conservation of more than 75% of a Structure of Merit or structure in a Conservation Area.
- LU-16.7 Work with agencies, organizations, property owners, and business interests to develop and promote heritage tourism opportunities as an economic development tool.

Rural Residential, Lower Hillside and Open Hillside Areas

The Rural Residential, Lower Hillside and Open Hillside designated areas are natural resources that provide a valuable scenic backdrop for much of the City and serve as habitat for a wide variety of plants and animals. The Goals & Policies in this section seek to preserve and protect these hillside and rural areas as positive contributors to San Jose while also protecting the public from the natural hazards, such as landslides or fires, which can occur in these areas. Because areas designated as Rural Residential, Lower Hillside or Open Hillside on the Land Use/Transportation Diagram are often located on slopes greater than seven percent, and in some cases greater than fifteen percent, their development typically requires significant grading activities which are addressed in these Policies. Areas with slopes greater than thirty percent are typically ridgelines that need special treatment to protect views from the valley and to prevent exposure to hazards. For purposes of this section, all areas designated as Hillside, Rural Residential, or Open Hillside on the Land Use / Transportation Diagram are referred to as hillside and/or rural residential areas. The policies in this section complement and must be considered in conjunction with other parts of this Plan, including but not limited to the Urban Growth Boundary Policies and the Land Use/Transportation Diagram designations for individual properties.

Goal LU-17 – Hillside / Rural Preservation

Preserve the valuable natural resources of the hillsides, and protect their aesthetic and habitat amenities to enhance the rural character of these areas.

Policies – Hillside / Rural Preservation

- LU-17.1 Allow development in hillside and rural residential areas consistent with or below existing or planned densities in these areas to maximize resource conservation. Support development only when it is compatible with the character and pattern of the surrounding area, even if below the maximum potential residential density as designated on the Land Use/Transportation Diagram.

- LU-17.2 Apply strong architectural, site, and grading design controls through a discretionary development review process of all types of hillside and rural residential development that require significant grading activities in order to protect the hillsides and to minimize potential adverse visual and environmental impacts.
- LU-17.3 Minimize grading on hillsides and design any necessary grading or recontouring to preserve the natural character of the hills and to minimize the removal of significant vegetation, especially native trees such as Valley Oaks.
- LU-17.4 Apply the following guidelines for development in hillside and rural residential areas in order to preserve and enhance the scenic and aesthetic qualities of the natural terrain:
- a. Design development in a sensitive manner to highlight and complement the natural environment.
 - b. Use large lot sizes and varying setbacks in order to respect and preserve natural features of the land.
 - c. Adapt construction techniques and housing types to variable terrains. Use split pads and stepped foundations where appropriate, especially to minimize required grading, and discourage conventional, single flat-pad housing designs.
 - d. Consider privacy, livability, solar orientation and wind conditions when siting residential dwellings. Dwelling unit sites should take advantage of scenic views but should be located below hilltops to protect the aesthetics and ridgeline silhouette viewed from below, from public places, and from the valley floor.
 - e. Encourage preservation of existing trees, rock outcroppings and other significant features.
 - f. When grading or recontouring of the terrain is proposed, preserve the natural character of the hills and blend the alterations into the natural terrain.
 - g. Design streets to provide access and connectivity for area residents, and consider potential viewshed opportunity in siting development. Provide adequate access to safely accommodate potential traffic without significantly impacting local transportation routes. Consider and encourage reduced width and modified street sections to design streets for utility and to minimize grading.
 - h. Limit new structures or use of non-native vegetation in all new development projects to prevent adverse biological impacts and adverse visual impacts as viewed from the Valley floor or from adjacent public recreational areas. Design new structures to blend harmoniously with the natural setting. Agricultural crop production may be visible.

- LU-17.5 Apply the following guidelines to the design and construction of public and private right-of-way improvements in order to preserve and enhance the scenic and aesthetic qualities of hillside and rural areas:
- a. Design streets in consideration of the natural topography and the landscape. Consider use of divided streets and grade separations.
 - b. Encourage use of crushed gravel walks and vegetation lined swales, and only construct concrete sidewalks, curbs, and gutters when required by the topography or other regulations.
 - c. Limit street lighting to intersections, and use low-intensity lighting appropriate for these areas.
 - d. Use finishes or colors that blend man-made materials within the public right-of-way with the natural surroundings.
- LU-17.6 Avoid any new development along ridges and other major hillside areas (typically all properties that exceed 30% slope) that surround the valley floor to minimize visibility of development on these aesthetic resources.
- LU-17.7 Consider habitat conservation objectives as part of hillside development proposals.
- LU-17.8 Encourage the preservation of hillside vegetation and require appropriate revegetation and planting of non-invasive plant materials that do not require routine irrigation for projects in hillside areas, if existing vegetation must be removed or substantially disturbed.
- LU-17.9 Maintain design guidelines and policies adopted by the City to guide hillside development to promote aesthetics and enhance the rural character of hillside areas.

Goal LU-18 – Hillside Development Hazard Avoidance

Minimize exposure of the public to potential environmental hazards associated with development on the hillsides.

Policies – Hillside Development Hazard Avoidance

- LU-18.1 Allow development in hillside areas only if potential danger to the health, safety, and welfare of the residents, due to landslides, fire, or other environmental hazards, can be mitigated to an acceptable level as defined in State and City ordinances and policies. Demonstrate that all new development will not result in significantly increased risks associated with natural hazards.
- LU-18.2 Design development to minimize exposure of the public to environmental hazards, such as landslides and fires.

- LU-18.3 Require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Use geotechnical studies of hillside development proposals to determine the full extent of seismic and other hazards, the optimum locations for structures, roads, and utilities, the advisability of special structural requirements and amenities such as swimming pools or ponds, and the feasibility and desirability of a proposed structure and/or irrigated landscaping in a specified location.
- LU-18.4 Incorporate mitigation measures identified through geotechnical and other studies necessary to protect public safety and the natural environment.
- LU-18.5 Design hillside development within areas of potential geological hazards to avoid being endangered by, or contributing to, the hazardous conditions on the site or on adjoining properties.
- LU-18.6 Avoid locating public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards to limit any extraordinary maintenance and operating expenses. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, implement effective mitigation measures to maximize their potential to remain functional during and after a seismic event.
- LU-18.7 Require erosion control measures in conjunction with proposed development on hillside areas susceptible to erosion consistent with the City of San José's Geologic Hazard Ordinance.
- LU-18.8 When reviewing hillside development proposals, consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a man-made or natural disaster.

Land Use Policies – Non-Urban Areas

Land use policies for non-urban areas reinforce the Greenline/Urban Growth Boundary and protect hillsides, habitat, and scenic vistas. They identify appropriate uses for areas on the perimeter of the City that need special consideration given their unique geologic, environmental, or aesthetic characteristics and reinforce the distinction between the City's urbanized and non-urbanized areas.

Urban Growth Boundary

The Greenline/Urban Growth Boundary (UGB) establishes the maximum extent of urban development. All urban and suburban development should occur within this boundary. Areas outside of this boundary are intended to remain permanently rural in character and to contribute to the establishment of a permanent green belt along the City's eastern and southern edges. To

ensure the long-term stability and integrity of this strategy, significant modifications to the UGB and its supporting policies are strongly discouraged and should only occur as part of a Major General Plan Update.

San José's Greenline/Urban Growth Boundary (UGB) serves multiple purposes. The UGB is intended to preserve as open space substantial areas of the surrounding hillsides, baylands, and other lands, both to conserve the valuable natural resources contained on these lands and to protect views from the valley floor. In furtherance of the City's fiscal goals, its UGB is intended to direct urban development within infill locations where the City can most efficiently provide urban services. Consistent with this General Plan's growth strategy, the UGB will also help steer new development and public and private investment into more environmentally sustainable infill growth areas of San Jose. The UGB will also protect public health and safety by preventing urban development in areas subject to natural hazards such as wild fires and land slides. UGB Goals and Policies work in concert with many other goals and policies in this Plan, such as those in Hillside & Rural Preservation and Fiscal sections.

The Greenline/Urban Growth Boundary is indicated on the Land Use / Transportation Diagram and is typically conterminous with the Urban Service Area boundary and the 15% slope line except in the area of the Urban Reserves. The UGB is intended to exclude new development above the 15% slope line, defined as the point where the hillside topography exceeds a 15% incline based upon 1 foot slope contour data. In some instances the UGB has been established above the 15% slope line due to the presence of existing development implemented prior to the adoption of current General Plan policy. The 15% Slope Line is included for reference purposes on the Land Use / Transportation Diagram.

The following Goal LU-19 policies apply to all proposed use and development of lands outside of the Urban Growth Boundary. Such lands are designated as either Open Hillside or Agriculture on the Land Use / Transportation Diagram.

Goal LU-19 – Urban Growth Boundary (Open Hillside / Agriculture Lands)

Respect the Greenline/Urban Growth Boundary to preserve the beauty and natural resources of the rural and hillside areas, to maintain the fiscal health of the City, to direct private and public investment within identified growth areas, and to preclude development in areas subject to natural hazards.

Policy – Urban Growth Boundary

- LU-19.1 Maintain the Greenline/Urban Growth Boundary to delineate the extent of existing and future urban activity and to reinforce fundamental policies concerning the appropriate location of urban development.
- LU-19.2 Prohibit significant modifications of the Greenline/Urban Growth Boundary (UGB), as defined by Title 18 of the municipal code, except through a Major General Plan Update process. Any modifications to the UGB must be consistent with the City's fiscal goals, applicable LAFCO policies and all applicable provisions of both the City and County General Plans and the City's municipal code (i.e. Title 18).

- LU-19.3 Consider minor adjustments and contractions to the Greenline/Urban Growth Boundary (UGB) through a General Plan Amendment process consistent with the criteria established within the City's municipal code (Title 18), but do not expand the UGB to include new areas located above the 15% Slope Line. Proposed modifications should be evaluated in terms of: the size, configuration and slope of the subject property, the location of the property relative to other existing or planned urban uses and the ability of the proposal to integrate with those uses; and the environmental effects of the proposal.
- LU-19.4 Reserve areas outside the Greenline/Urban Growth Boundary (UGB) for rural, agricultural, open space, habitat, or other very low-intensity uses. Prohibit new urban development outside of the Greenline/Urban Growth Boundary (UGB). Appropriate land use designations for areas outside of the UGB include Agriculture; Open Hillside; Open Space, Parklands and Habitat; Urban Reserve; and the Open Hillside Golf Course Site Overlay. Other designations may not be applied to lands outside of the UGB.
- LU-19.5 Maintain consistency between City and County land use and development policies for the lands outside of the Urban Growth Boundary to uses that maintain the rural, agricultural, habitat, or other low-intensity character of these areas and continue the referral process for development proposals or policy proposals affecting these lands.
- LU-19.6 Use the Urban Service Area (USA) boundary as a tool to preserve the non-urban character of development on lands outside of the Urban Growth Boundary. To this end, limit all new development on lands outside of the USA as follows.
- a) Do not provide urban services to new development outside of the USA.
 - b) Require that new development projects cause no significant increase for public services or infrastructure and are non-urban in terms of
 1. Waste water generation rates.
 2. Traffic generation rates.
 3. Extent of grading, vegetation removal, drainage modifications or other alteration of the natural environment.
 4. Noise or other nuisance potential.
 5. Growth inducing potential.
 6. Water consumption, excluding the environmentally beneficial use of recycled water.
 - c) Distinguish between urban and non-urban uses in terms of water usage by limiting water consumption for new development to use of non-urban sources, including on-site well water, and rainfall catchment. Use of one type of urban water source, recycled water, may be allowed. Irrigation of Open Hillside areas with these water sources may be allowed provided that its use would not result in a substantial direct or indirect environmental impact upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment.

- LU-19.7 Use the Urban Growth Boundary and Urban Service Area boundary to protect public health and safety by preventing urban development in areas subject to natural hazards, in accordance with the Hillside & Rural Preservation Policies and the Safety & Hazards Management Policies. Unless necessary to meet other General Plan goals and policies, prohibit new construction on site areas with a slope greater than 30%.
- LU-19.8 Due to the increased potential for some particular environmental impacts on lands located outside of the Urban Growth Boundary, new development in these areas is limited to projects that will not result in substantial direct or indirect environmental impacts upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment. Additionally, incorporate measures within new development to ensure substantial wildlife corridor protection and prohibit planting of invasive species with the potential to impact sensitive habitat within the project vicinity.
- LU-19.9 For all non-residential uses allowed outside of the Urban Growth Boundary, other than agricultural and single-family residential land uses, open space preservation through dedication of an open space or conservation easement may be required in order to:
- a) Protect the public health, safety and general welfare;
 - b) Prevent or mitigate potentially significant adverse environmental impacts; and/or
 - c) To create perimeter areas that adequately buffer neighboring properties from adverse off-site impacts of the proposed land use.
- LU-19.10 Preserve the non-urban character of lands outside of the Urban Growth Boundary through implementation of the following land use development policies:
- a) Prohibit subdivisions except at rural or agricultural densities (minimum one hundred sixty acre parcels with exceptions potentially allowing smaller parcels, but in no case less than twenty acre parcels), and consistent with other policies in this plan.
 - b) Prohibit residential development that exceeds one dwelling unit per 20 acres, except when development of a single dwelling unit on an existing legal lot of record would result in development at a higher density.
 - c) Allow low-intensity non-residential development for commercial and institutional uses provided that such development meets the following:
 - 1. The use is on a large site commensurate with the level of development and in no case less than 250 acres in area.
 - 2. At least 90% of the total site area will be preserved as open space to provide for protection of the watershed, natural habitat areas and the open aesthetic character of the hillsides. For this policy open space is defined as area not developed with buildings, parking, roadways or other impervious surfaces.
 - d) Locate, and if possible, cluster new development within the minimum area necessary to accommodate it, in order to avoid or reduce the need for improvements and minimize any potential environmental impacts.

- e) For non-agricultural land uses, disturb no more than 50% of the total site area through grading, changes to vegetation or other development activity.
- f) Limit the aggregate Floor Area Ratio for all structures on a project site to no more than 2% of the site area.

Actions

LU-19.10 Establish a program to create new zoning districts for hillside areas and rezone those lands outside of the Greenline/Urban Growth Boundary (UGB) under City jurisdiction to conform with the General Plan designations of these areas and to be consistent with the purposes of the UGB.

Rural Agriculture

Agriculture is a significant part of San José's history and will continue to be a part of its future. The Envision San José 2040 General Plan has two sets of goals and policies related to agriculture – rural and urban. This section addresses rural agriculture.

San José's rural agriculture provides a wealth of health, social, environmental, and economic benefits for the City's community. Agricultural lands add to a distinct image of San José's community, and the agricultural preservation policies work in concert with the Envision Plan's Greenline/Urban Growth Boundary and open space preservation strategies. Either directly or indirectly, the Rural Agriculture Goals, Policies, and Implementation Actions promote every Element of the Plan Vision. Those policies are intended to preserve agricultural land; improve the community's access to healthful foods; promote local and ecologically sound food production; support the ability of farmers in the region to sell their produce locally; and provide environmental, social, and economic benefits to the community. Rural Agriculture Policies primarily address agricultural properties that are not anticipated to urbanize within the lifetime of the Envision Plan, including lands designated as Agricultural or Urban Reserve on the Land Use / Transportation Diagram and lands designated as Open Hillside on which the primary use is agriculture.

The agricultural potential of the Santa Clara Valley was recognized early and orchard products dominated agricultural production, which was by far the predominant use in San José and Santa Clara County by the end of the 19th century. Fruit production in San José peaked in the 1920s, and the canning and packing industry quickly grew. San José was known as the "Valley of the Heart's Delight."

Today, the boundaries of the City have spread and residential land uses dominate San José's landscape. Little agricultural production remains in San José; however, the community and the City have a renewed recognition of the importance of local agriculture for food security, access to healthful foods, groundwater recharge, and environmental benefits of local food production and consumption.

Goal LU-20 – Rural Agriculture

Provide and protect sufficient agricultural land to facilitate local food production, to provide broad community access to healthful foods, to add to a distinct community image, and to promote environmental, fiscal, and economic benefits of rural agricultural lands.

Policies – Rural Agriculture

- LU-20.1 Protect and preserve the remaining farmlands within San José's sphere of influence that are not planned for urbanization in the timeframe of this general plan, such as mid- and south Coyote Valley, through the following means:
- a. Strongly discourage conversion of agricultural lands outside the Urban Growth Boundary to non-agricultural uses.
 - b. Limit residential uses in agricultural areas to those which are incidental to agriculture.
 - c. Prohibit subdivision of agricultural lands, unless it can be established that the subdivision would not reduce the overall agricultural productivity of the land and that viable agricultural operations would be sustained.
 - d. Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, transfers of development rights, or other property tax relief measures as incentives for preservation of these lands.
 - e. Restrict land uses within and adjacent to agricultural lands that would compromise the agricultural viability of these lands. Require new adjacent land uses to mitigate any impacts on the use of agricultural lands.
 - f. Require ancillary non-agricultural land uses on agricultural lands to be ancillary to and compatible with agricultural land uses, agricultural production, and the rural character of the area, and to enhance the economic viability of agricultural operations.
- LU-20.2 Preserve agricultural lands and prime soils in non-urban areas in order to provide local and regional fresh food supplies, reduce dependence on foreign products, conserve energy, and retain the aquifer recharge capacity of these lands.
- LU-20.3 Encourage appropriate agricultural uses in Open Hillside areas that will be compatible with other goals and policies that address the specific environmental and aesthetic concerns for use of hillside lands.
- LU-20.4 Leverage agricultural lands to create and maintain a unique community character, provide open space, link to the region's history as the Valley of Heart's Delight, support the area's tourism industry, contribute to the local economy, and add to the quality of life of the community.
- LU-20.5 Enhance viability and profitability of ongoing use of agricultural lands by supporting ancillary commercial uses such as fruit stands, small-scale environmental and agricultural tourism, and the processing of agricultural products.

- LU-20.6 Encourage agricultural uses which follow ecologically sound agricultural practices and minimize the use of chemicals and pesticides in order to promote healthy soils and ground water, provide healthful local foods, reduce energy use, and reduce the farming industry's demand for resources.

Actions

- LU-20.7 Promote legislation to establish Countywide or Statewide agricultural preservation programs, including identifying sources of funding necessary for implementation of such programs.
- LU-20.8 Work with agricultural entities (i.e., farming industry, non-profits, land owners), the County, other Santa Clara County cities, and the Local Area Formation Commission and other stakeholders to promote public education to improve the community's understanding of the importance of agriculture in creating sustainable communities within Santa Clara County.
- LU-20.9 Explore use of agricultural easements, transfer/purchase of development rights, or other options to keep Mid-Coyote Valley as permanent agriculture.

Transportation Policies

The Circulation Element of this General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-modal accessibility to employment, housing, shopping, entertainment, schools and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Balanced Transportation System

San José desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks.

Goal TR-1 – Balanced Transportation System

Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.

Policies – Balanced Transportation System

- TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
- TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
- TR-1.3 Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. The 2040 commute mode split targets for San José residents and workers are presented in the following table.

Commute Mode Split Targets for 2040		
Mode	Commute Trips to and From San José	
	2008	2040 Goal
Drive alone	77.8%	No more than 40%
Carpool	9.2%	At least 10%
Transit	4.1%	At least 20%
Bicycle	1.2%	At least 15%
Walk	1.8%	At least 15%
Other means (including work at home)	5.8%	See Note 1
Source: 2008 data from <i>American Community Survey (2008)</i> .		
Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.		

- TR-1.4 Through the entitlement process for new development fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
- TR-1.5 Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- TR-1.6 Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
- TR-1.7 Require that private streets be designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- TR-1.8 Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.
- TR-1.9 Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity.

- TR-1.10 Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Land Use/Transportation Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
- TR-1.11 Consider options for using waterways as part of the City's transportation network.

Actions – Balanced Transportation System

- TR-1.12 Update the City's engineering standards for public and private streets based on the new street typologies that incorporate the concept of "complete streets."
- TR-1.13 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e., road diets) and conduct engineering studies and environmental review to determine implementation feasibility and develop implementation strategies.
- TR-1.14 When useful and effective measurement tools have been established by the Institute of Transportation Engineers, develop multimodal level of service (LOS) standards that address all travel modes and include them in the City's Transportation Impact Analysis (TIA) guidelines. Multimodal LOS standards should vary by facility type, travel mode, and location, and should establish a preference for selected modes based on the street type and/or location.
- TR-1.15 Pursue multimodal commute share goals and annually monitor progress toward achieving them for both residents and employees, and report every five years using data from the Census Bureau's annual American Community Survey (ACS).
- TR-1.16 Develop a strategy to construct a network of public and private alternative fuel vehicle charging /fueling stations city wide.
- TR-1.17 Identify and secure new funding sources to fund the on-going routine maintenance of roadways.

Walking and Bicycling

The pedestrian environment affects us all, whether we are walking to a transit stop, a store or school, or simply getting from a parked car or a bicycle rack to the entrance of a building. Pedestrian improvements, together with land uses that promote pedestrian activities, can help increase walking as a means of transportation, recreation, and exercise. Compatible land use and

complete street design recommendations that benefit pedestrians also contribute to the overall quality, vitality, and sense of community in San José's neighborhoods.

Similarly, the flat topography and mild climate of San José make it an ideal city for bicycling. Construction of a comprehensive, safe, direct, and well-maintained citywide bikeway network with support facilities, such as bicycle parking at employment locations and other destinations, could greatly increase the mode share of bicycling. Reducing the number of vehicle trips by shifting those trips to bicycling or walking would help improve circulation, minimize the need for additional parking, contribute toward a healthier community and reduce green house gas emissions.

Goal TR-2 – Walking and Bicycling

Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they are primary transportation modes in San José.

Policies – Walking and Bicycling

- TR-2.1 Coordinate the planning, and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade-separated crossings of freeways and other high vehicle volume roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas).
- TR-2.2 Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers on City streets that impede pedestrian and bicycle movement, including consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport.
- TR-2.3 Ensure that crosswalks and sidewalks shall be universally accessible and designed for use by people of all abilities.
- TR-2.4 Encourage walking and bicycling and increase pedestrian and bicycle safety through education programs.
- TR-2.5 Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- TR-2.6 Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José's Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.

- TR-2.7 Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.
- TR-2.8 Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- TR-2.9 Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Peninsula Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.
- TR-2.10 Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose.
- TR-2.11 Prohibit the development of new cul-de-sacs or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections and pursue the development of new through bicycle and pedestrian connections in existing cul-de-sacs where feasible.
- TR-2.12 Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control.

Actions – Walking and Bicycling

- TR-2.13 Implement and regularly update, as needed, the San José Bicycle Master Plan. Include top priority bicycle projects in the annual Capital Improvement Program update. Continue to identify barriers to safe and convenient bicycle access and then identify how and when these barriers will be removed as part of Master Plan Updates.
- TR-2.14 Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and then identify how and when these barriers will be removed. Include top priority pedestrian projects in the annual CIP update. To conduct such a survey consider partnering with SJSU or the community to build relationships with SJSU and/or the community and to facilitate the completion of the survey with limited City resources, and to reduce the cost of staff time required for such a survey.
- TR-2.15 Identify funding sources for regular maintenance and cleaning of all public bicycle and pedestrian facilities as part of the City's operation budget, and prioritize routine street maintenance for streets with bike facilities.

- TR-2.16 Pursue funding for the purchase of portions of railroad and utility rights-of-way for the development of exclusive or shared bicycle and pedestrian facilities.
- TR-2.17 Establish a pilot public bike program that allows free or low-cost rental of bikes at key locations (e.g., transit stations, San José Diridon Station, San José State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.
- TR-2.18 Provide bicycle storage facilities as identified in the Bicycle Master Plan.
- TR-2.19 Partner with other agencies and/or organizations to establish a comprehensive bicycle safety education program for bicyclists, pedestrians, and motorists of all ages. Provide bicycle safety education at all public and private schools, parks, and community centers, and disseminate information through libraries, brochure mailings, and electronic media
- TR-2.20 Continue to participate in and support the recommendations of the Safe Routes to School program. As part of the on-going Safe Routes to School program, work with School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling, and by creating incentives to encourage students to walk and bike.
- TR-2.21 Identify locations where traffic signal phases can be modified or added or where alternative intersection control can be utilized to enhance efficiency and safety for pedestrian service.
- TR-2.22 Collect pedestrian and bicycle counts, as part of routine manual traffic counts, along roadways and at intersections where bicycles or pedestrians are permitted. Quantifying pedestrian and bicycle activities will measure the amount of pedestrian and bicycle activities throughout the City and assist in determining and prioritizing infrastructure improvement projects.

Public Transit

Although public transit is provided and maintained by other agencies, the City can greatly influence ridership through land use and zoning decisions, connectivity to other modes including biking and walking facilities, and improving traffic operations within key corridors to facilitate bus headways. The City can also dedicate rights-of-way for new systems and continue extensive coordination with various agencies to expand transit service and accessibility.

Goal TR-3 – Maximize use of Public Transit

Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.

Policies – Maximize Use of Public Transit

- TR-3.1 Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.
- TR-3.2 Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.
- TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
- TR-3.4 Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.

Actions – Maximize Use of Public Transit

- TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.
- TR-3.6 Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.
- TR-3.7 Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.
- TR-3.8 Collaborate with transit providers to site transit stops at safe, efficient, and convenient locations, and to develop and provide transit stop amenities such as pedestrian pathways approaching stops, benches and shelters, nighttime lighting, traveler information systems, and bike storage to facilitate access to and from transit stops.
- TR-3.9 Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.

Goal TR-4 – Passenger Rail Service

Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.

Policies – Passenger Rail Service

- TR-4.1 Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive benefits to the community.
- TR-4.2 Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.
- TR-4.3 Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.
- TR-4.4 Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.

Action

- TR-4.5 As appropriate, continue to regularly coordinate with rail operators in San José on the following matters:
- Maintenance of rail lines, landscaping, and easements
 - Vehicle and pedestrian safety near at-grade rail crossings
 - Rail electrification to increase the frequency of train service and reduce environmental impacts
 - Grade separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level
 - The establishment of timed transfers with other transit providers in the area
 - Analysis and mitigation of the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line

Vehicular Circulation

Between 1980 and 2008, San José's population increased by nearly 45 percent. A general trend nationwide has been that increases in vehicle trips and trip length proceed at a higher rate than growth in population. This is due in part to changing lifestyles (the prevalence of two-income families and a greater percentage of non-work trips on a day-to-day basis) and increased reliance on the private automobile. Even with substantial increases in non-automobile mode shares expected in the years ahead, some increase in automobile travel in San José is expected. To this end, policies focus on maximizing efficiency of the existing street system and making minor capacity enhancements, without negatively affecting other modes.

Goal TR-5 – Vehicular Circulation

Maintain the City's street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.

Policies – Vehicular Circulation

- TR-5.1 Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of “complete streets.”
- TR-5.2 Implement Intelligent Transportation Systems (ITS) strategies to maximize the efficiency of the existing transportation systems through advanced technologies, such as adaptive signal controls, real-time transit information, and real-time parking availability.
- TR-5.3 The minimum overall roadway performance during peak travel periods should be level of service "D" except for designated areas. How this policy is applied and exceptions to this policy are listed in bullets below.
- **Vehicular Traffic Mitigation Measures.** Review development proposals for their impacts on the level of service and require appropriate mitigation measures if development of the project has the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts.
 - **Area Development Policy.** An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year.
 - **Small Projects.** Small projects may be defined and exempted from traffic analysis per the City’s transportation policies.
 - **Downtown Core Area.** In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.
 - **Special Strategy Areas.** In recognition of the unique characteristics and particular goals of Special Strategy Areas, intersections identified as Protected Intersections within these areas, may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted

General Plan and include Corridors and Villages, Transit Station Areas, and Specific Plan Areas.

- **Protected Intersections.** In recognition that roadway capacity-enhancing improvement measures can impede the City’s ability to encourage infill, preserve community livability, and promote transportation alternatives that do not solely rely on automobile travel, specially designated Protected Intersections are exempt from traffic mitigation measures. Protected Intersections are located in Special Planning Areas where proposed developments causing a significant LOS impact at a Protected Intersection are required to construct multimodal (non-automotive) transportation improvements in one of the City’s designated Community Improvement Zones. These multimodal improvements are referred to as off-setting improvements and include improvements to transit, bicycle, and/or pedestrian facilities.

TR-5.4 Maintain and enhance the interconnected network of streets and short blocks that support all modes of travel, provide direct access, calm neighborhood traffic, reduce vehicle speeds, and enhance safety.

TR-5.5 Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets intended to restrict public access. Furthermore require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access.

Actions – Vehicular Circulation

TR-5.6 Complete build-out of the City’s street system per its Land Use / Transportation Diagram.

TR-5.7 Implement the City’s Neighborhood Traffic Management Program that formalizes comprehensive strategies to enhance safety and livability along local and collector streets.

TR-5.8 Update the City’s existing Area Development Policies to align with the General Plan planned growth capacity and General Plan goals and policies.

Goods Movement

An effective and efficient goods movement system is essential to the economic livelihood of the City. Policies for goods movement address all transportation facilities’ abilities to accommodate the effective and efficient movement of goods, while balancing the needs of other travel modes.

Goal TR-6 – Goods Movement

Provide for safe and efficient movement of goods to support commerce and industry.

Policies – Goods Movement

- TR-6.1 Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.
- TR-6.2 Maintain Primary Freight Routes that provide for direct access for goods movement to industrial and employment areas.
- TR-6.3 Encourage through truck traffic to use freeways, highways, and County Expressways and encourage trucks having an origin or destination in San José to use primary truck routes designated in this General Plan.
- TR-6.4 Plan industrial and commercial development so that truck access through residential areas is avoided. Minimize truck travel on streets designated in this General Plan as Residential Streets.
- TR-6.5 Freight loading and unloading for new or rehabilitated industrial and commercial developments should be designed to occur off of public streets. In Downtown and urban areas, particularly on small commercial properties, more flexibility may be needed.
- TR-6.6 Support the efficient and safe movement of goods by rail where appropriate and promote the continued operation of freight rail lines that serve industrial properties.

Actions – Goods Movement

- TR-6.7 As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with pedestrian, bicycle, or transit access and circulation.
- TR-6.8 Continue to pursue the development of an interchange at Interstate 280 and Senter Road that would provide a primary freight route to the Monterey Business Corridor.

Transportation Demand Management and Parking

Transportation Demand Management (TDM) refers to a set of strategies to reduce vehicle trips by promoting alternatives such as staggered or flexible work hours, public transit, carpooling, bicycling, walking, and telecommuting. Many features that are incorporated into the Envision San José 2040 General Plan are part of the City's current TDM strategy, including:

- A street typology system that assigns priority to alternate modes of travel, including the concept of complete streets
- Pedestrian and bicycle facilities, including Safe Routes to Schools
- Expanded and enhanced public transit service, including exclusive bus lanes
- Measures such as shuttle services, discounted transit passes, carpooling and car-sharing that reduce vehicle trips
- Compact land use pattern that reduces trip length and allows for “park once and walk” destinations
- Balanced housing and jobs

These measures are included in the plan for the City's physical transportation infrastructure and are also implemented through zoning requirements and the City's support for public transit operations.

Goal TR-7 – Transportation Demand Management

Implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.

Policies – Transportation Demand Management

TR-7.1 Require large employers to develop TDM programs to reduce the vehicle trips generated by their employees.

Actions – Transportation Demand Management

TR-7.2 Update and enhance the existing TDM program for City of San José employees. This program may include the expansion of transit pass subsidies, free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, and other measures.

TR-7.3 Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

Goal TR-8 – Parking Strategies

Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

Policies – Parking Strategies

TR-8.1 Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.

TR-8.2 Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.

TR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

TR-8.5 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

- TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Villages and Corridors and other growth areas.
- TR-8.7 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
- TR-8.8 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.
- TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Actions – Parking Strategies

- TR-8.10 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects, and projects within the Urban Villages and Corridors to take advantage of shared parking opportunities generated by mixed-use development. Update existing parking standards to address TDM actions and to require amenities and programs that support reduced parking requirements.
- TR-8.11 Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.
- TR-8.12 As part of the entitlement process, consider opportunities to reduce the number of parking spaces through shared parking, TDM actions, parking pricing or other measures which can reduce parking demand. Consider the use of reserve landscaped open space or recreational areas that can be used on a short-term basis to provide parking or converted to formal parking in the future if necessary.

Reduction of Vehicle Miles Traveled

As a means to reduce energy consumption, to reduce green house gas emissions and to create a healthier community, San Jose maintains a goal to reduce the number of vehicle miles traveled in the city by 40%. Achieving this goal will require a multi-prong strategy that includes both land use and transportation. This section includes the transportation goals, policies and actions that are intended to achieve an initial VMT reduction of 10% in Tier I, followed by a 20% reduction in Tier II, and ultimately a 40% reduction by 2040. All reductions are measured from the 2009 base year.

Not all of the goals and policies in this section are effective immediately. Although the Tier I VMT Reduction goal and policies are effective as of the City Council approval date of this General Plan, the Tier II VMT Reduction policies will not be in effect until the City Council determines, as part of a future Major Review, to move forward and apply them; see Chapter 6 for a discussion and description of a Major Review of this General Plan.

The Tier III VMT reduction policies involve coordinating with the VTA, MTC and the State on developing regional strategies to reduce VMT. Although the VMT reduction benefits of these efforts will not likely be realized for years to come, coordination to develop regional VMT reduction strategies can begin immediately. Therefore, the Tier III policies are effective upon City Council approval of this General Plan.

Goal TR-9 – Tier I Reduction of Vehicle Miles Traveled

Reduce Vehicle Miles Traveled (VMT) by 10%, from 2009 levels, as an interim goal.

Policies – Tier I Reduction of Vehicle Miles Traveled

- TR-9.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.
- TR-9.2 Serve as a model for VMT reduction by implementing programs and policies that reduce VMT for City of San José employees.

In addition to the policies above, the Transportation Demand Management (TDM) and Parking Strategy policies below are intended to contribute to a 10% VMT reduction. These policies are contained within their respective TDM and Parking sections of this Chapter and are repeated here to illustrate the City's overall transportation strategy to achieve Goal TR-9.

Transportation Demand Management Policies furthering the Tier I VMT reduction goal

- TR-7.1 Require large employers to develop TDM programs to reduce the vehicle trips generated by their employees.

Parking Strategy Policies furthering the Tier I VMT reduction goal

- TR-8.3 Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

- TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.
- TR-8.5 Promote participation in car share programs to minimize the need for parking spaces in new and existing development.
- TR-8.8 Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rent or sale price for a residential unit or for non-residential building square footage.
- TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

Actions – Tier I Reduction of Vehicle Miles Traveled

The following actions, located under their respective sections in this Chapter and repeated below, further the City's goal of achieving a 10% VMT reduction in Tier I.

Balanced Transportation System Actions furthering the Tier I VMT reduction goal

- TR-1.13 Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.

Maximize Use of Public Transit Actions furthering the Tier I VMT reduction goal

- TR-3.5 Work with the Valley Transportation Authority (VTA) and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.

Parking Strategy Actions furthering the Tier I VMT reduction goal

- TR-8.6 Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects and projects within the Villages and Corridors to take advantage of shared parking opportunities generated by mixed-use development. Updates to the existing parking standards should also address TDM actions. The standards shall require amenities and actions to support reduced parking requirements.

Transportation Demand Management Actions furthering the Tier I VMT reduction goal

- TR-7.3 Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

Goal TR-10 – Tier II Vehicle Miles Traveled Reduction

Reduce vehicle miles traveled by an additional 10% above Goal TR-9 (a 20% reduction as measured from 2009), at a later date to be determined by the City Council, based on staff analysis of the City's achieved and anticipated success in reducing VMT.

Actions – Tier II Vehicle Miles Traveled Reduction

- TR-10.1 Explore development of a program for implementation as part of Tier II, to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects, be unbundled from rent or sale of the dwelling unit or building square footage.
- TR-10.2 In Tier II, reduce the minimum parking requirements citywide.
- TR-10.3 Encourage participation in car share programs for new development in identified growth areas.
- TR-10.4 In Tier II, require that a portion of adjacent on-street and City owned off-street parking spaces be counted toward meeting the zoning code's parking space requirements.
- TR-10.5 Work with employers in Tier II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.
- TR-10.6 Working with members of the development and financial communities, and neighborhood residents, establish, in Tier II, citywide parking standards in the Zoning Code which establish maximum parking rates, or "parking caps" for new development.

Goal TR-11 – Regional and State VMT Reduction Efforts

Reduce VMT an additional 20% above Goals TR-9 and TR-10 (a total reduction of 40% as measured from 2009) by participating and taking a leadership role in on-going regional and statewide efforts to reduce VMT.

Actions – Regional and State VMT Reduction Efforts

- TR-11.1 Support, at the state level, the establishment of vehicle taxes targeted to fund congestion pricing strategies and public transportation, bicycle and pedestrian infrastructure.
- TR-11.2 Take a leadership role in working with the County, the Metropolitan Transportation Commission, Caltrans, VTA and other municipalities to establish congestion pricing for automobile travel through and within Santa Clara County.
- TR-11.3 Support and collaborate on the development of toll lanes on all major freeways and expressways in Santa Clara County.

- TR-11.4 Support a regional parking policy that levels the playing field and incentivizes local reforms. Do this in coordination with other regional climate/ smart growth strategies such as the Sustainable Communities Strategy.

Intelligent Transportation System

Intelligent Transportation Systems (ITS) refer to a family of technologies that make transportation systems more efficient and sustainable, as well as enhance safety for its users. ITS must play an integral part in a sustainable transportation system in order to enhance mobility services for all modes of travel, reduce greenhouse gas emissions, and provide the safest roadway environment for moving people and goods.

The City has utilized ITS to actively manage its transportation network. It is poised to expand its capabilities in providing enhanced mobility services for all modes of travel through its currently expanding ITS system and planned improvements. Operations such as transit, streetlights, parking, etc can be enhanced by expanding the current ITS system.

Goal TR-12 – Intelligent Transportation System

Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all modes of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.

Policies – Intelligent Transportation System

- TR-12.1 Develop a citywide ITS system that sustainably manages and integrates all modes of travel including bicycles, automobiles, trucks, transit, and emergency vehicles.
- TR-12.2 Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.

Actions – Intelligent Transportation System

- TR-12.3 Enhance the City's existing Transportation Management Center (TMC) and communications system, which is designed to serve all modes of travel. Continue development and implementation of a fiber optic network to support communications with field equipment, including but not limited to: traffic signals, closed circuit television (CCTV) cameras, changeable message signs (CMS), and communication hubs.
- TR-12.4 Provide enhanced management of new, efficient streetlights for energy savings, sustainability, and safety along corridors and at intersections.
- TR-12.5 Develop a system to provide real-time travel information along all arterial streets. This will enable all users to make informed travel decisions, enhance safety, increase use of non-auto travel modes, minimize emergency response times and reduce greenhouse gas emissions.

- TR-12.6 Work with VTA to implement transit vehicle priority that allows buses to travel on-schedule and provide reliable service.
- TR-12.7 Collaborate with VTA to provide real-time transit information at key transit stations and stops, as well as via mobile devices, to provide users with real-time information on bus travel routes and times.
- TR-12.8 Implement technology on select roadways (primary bikeways) to support bicycling as the preferred mode of transportation, such as advanced detection, signal priority timing, and public information kiosks.
- TR-12.9 Implement technology to aid pedestrians walking across intersections. Consider devices such as countdown timers and accessible pedestrian signals, which include audible and vibrating push buttons for disabled users.

Airport

Airports provide an important transportation and economic development function for the City of San José and the region. The Mineta International Airport, owned and operated by the City of San José, serves as the primary commercial airport for Silicon Valley. Its location near the center of the urbanized North Santa Clara Valley makes it convenient for Silicon Valley businesses and residents. The Airport Master Plan, as adopted by the City Council in June 1997 and amended over time, guides the long term physical development of the airport to accommodate projected commercial (passenger and cargo) and corporate general aviation demand.

The only other airport is Reid-Hillview, which is located in east San José. This Santa Clara County owned and operated airport serves primarily small piston aircraft and general aviation demand. Moffett Federal Airfield, located just outside the northwest corner of the City of San José, is a NASA owned and operated facility that presently has restricted aviation services but could provide beneficial aviation services to the City and the Silicon Valley region in the future, including emergency disaster relief.

Goal TR-13 – Attractive and Accessible Airport

Provide an attractive and easily accessible international airport that connects San José and Bay Area businesses and residents with the world and the world to San José through safe, convenient and frequent air travel.

Policies – Attractive and Accessible Airport

- TR-13.1 Promote airline service which meets the present and future air transportation needs of residents and the business community, and which minimizes impacts on the surrounding community.

Actions – Attractive and Accessible Airport

- TR-13.2 Implement Capital improvements to Mineta San José International Airport as identified in its Airport Master Plan.

- TR-13.3 Continue to develop and encourage improved ground access connections between the Mineta International Airport and area freeways and public transit and rail systems.

Goal TR-14 – Safe Airport

Ensure that airport facilities in San José are safe by removing potential conflicts between land use and airport operations.

Policies – Safe Airport

- TR-14.1 Foster compatible land uses in the vicinity of San José International Airport.
- TR-14.2 Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.
- TR-14.3 For development in the vicinity of airports, take into consideration the safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports.
- TR-14.4 Require aviation easement dedications, setting forth maximum elevation limits, as needed, as a condition of approval of development in the vicinity of airports.

Goal TR-15 – Moffett Field

Preserve Moffett Field for existing and future aviation uses.

Policies – Moffett Field

- TR-15.1 Continue to work with NASA and other local and regional government agencies to preserve opportunities for future civil aviation use and facilities at Moffett Federal Airfield, including its continued availability to the region for emergency disaster relief purposes. In addition, work with these agencies to ensure that the use of Moffett is consistent with our City's goals.

Trail Network

San José's climate is ideal for bicycling and walking, and the Trail Network Goals, Policies, and Implementation Actions (Trail Network Policies) seek to capitalize on the City's mild temperatures and more than 300 sunny days per year. As of 2010, San José offers more than 54 miles of trails in 27 unique trail systems.

The Trail Network Policies focus on continuing to improve the quantity and quality of trails in San José to increase their use for transportation and recreation purposes. The Trail Network Policies recognize the important connections that trails provide and that these connections also encourage people to use them to commute to work or school and to access a range of destinations that meet their daily needs, such as parks, grocery stores, personal services, and entertainment venues.

Building on their connective nature, trails provide alternatives to automobile transportation and important amenities for recreation. Trails further environmental, social, and transportation goals of this Plan. Trail access and usage can also be important components to encouraging a more active and healthful lifestyle.

The Trail Network Policies lead to an interconnected and well-distributed network of trail systems to support recreation and commuting. San José’s Trail Network makes use of creek and stream corridors, utility corridors, open spaces, and other natural and man-made features to connect areas of the City. The 100-mile Trail Network, linked to a 400-mile on-street bikeway system (refer to “Circulation” section of this General Plan and adopted San José Bike Plan) combine to form a 500-mile BikeWeb within San José which contributes to a multi-modal transportation system.

Trail Network Goals and Policies:

- Support active transportation by developing alignments that link housing, commercial and retail uses.
- Support recreation by linking park sites and connecting to regional trail systems.
- Support environmental protection by permitting stakeholders to access, enjoy and protect open spaces and natural resources.

The Policies in this section work together with other transportation Policies and with the Parks, Open Space, and Recreation Amenities/Programs Policies to promote bicycling and walking for both transportation and recreational purposes in San José.

Goal TN-1 – National Model for Trail Development & Use

Develop the nation’s largest urban network of trails. Become a national model for trail development and use. Remain a national leader in terms of the scale and quality of trails.

Policies – National Model for Trail Development & Use

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|--------|--|
| TN-1.1 | Support use of innovative design practices, materials, and construction techniques to improve the development, operation, and safety of trails. |
| TN-1.2 | Minimize environmental disturbance in the design, construction and management of trails. |
| TN-1.3 | Design trail system alignments to minimize impacts and enhance the environment within sensitive riparian and other natural areas. Follow Riparian Corridor Goals, Policies, and Actions regarding trail design and development in proximity to riparian areas. |
| TN-1.4 | Provide gateway elements, interpretive signage, public art, and other amenities along trails to promote use and enhance the user experience. |
| TN-1.5 | Provide services and information that expand knowledge about, encourage use of, and promote the Trail Network as a transportation and recreation facility for all segments of San José’s diverse community and its visitors. |

Actions – National Model for Trail Development & Use

- TN-1.6 Develop and adopt City of San José Trail Design Guidelines that function as a national model for trail development guidance.

Goal TN-2 – Trails as Transportation

Develop a safe and accessible Trail Network to serve as a primary means of active transportation and recreation within an integrated multi-modal transportation system.

Policies – Trails as Transportation

- TN-2.1 Support off-street travel by interconnecting individual trail systems to each other and to regional trail systems.
- TN-2.2 Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.
- TN-2.3 Add and maintain necessary infrastructure to facilitate the use of trails as transportation.
- TN-2.4 Acquire and develop facilities in a prioritized manner, as indicated by the City's adopted bicycle and trail plans and policies.
- TN-2.5 Maximize hours that trails are open for public use, consistent with safety and other goals. Manage trail closures and special events to minimize limitations to trail accessibility.
- TN-2.6 Integrate and connect trail and pathway networks with a larger network of countywide and regional trails such as the Bay Area Ridge, San Francisco Bay, and Juan Bautista De Anza Trails to allow for a broad base of opportunities and linkage with the greater Bay Area.
- TN-2.7 Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location, in accordance with Policy PR-8.5.
- TN-2.8 Coordinate and connect the trail system with the on-street bikeway system, and consider policies from the Circulation and the Parks, Trails, Open Space, and Recreation Amenities/Programs sections of this Plan to create a complete BikeWeb to serve the needs of San José's diverse community.
- TN-2.9 Pursue, and consider prioritizing the acquisition and development of abandoned rights-of-way for trails when the development of the given right-of way would enhance the City's Trail System.

Actions – Trails as Transportation

- TN-2.10 Work with the Santa Clara Valley Water District and the utilities, including PG&E, to explore opportunities to develop trails, joint-use facilities, and/or other recreational amenities along their rights-of-way.

TN-2.11 Work with local school districts to identify trails as Safe Routes to School.

Performance Measures – Trails as Transportation

TN-2.12 Develop a trail network that extends a minimum of 100 miles.

TN-2.13 Provide all residents with access to trails within 3 miles of their homes.

Goal TN-3 – Accessible, Safe, & Well-Functioning Trails

Design an accessible, safe, and well-functioning trail network that attracts diverse users of varying abilities.

Policies – Accessible, Safe, & Well-Functioning Trails

TN-3.1 Design new and retrofit existing trails to provide a variety of trails that meet the needs of users of different abilities, such as commuters, families with children, or persons with disabilities.

TN-3.2 Design trails to comply with applicable local, State, and Federal master plans, design guidelines, environmental mitigation, laws, permits, or accepted standards, including Community Policing Through Environmental Design (CPTED) principals, that promote accessibility, functionality, safety, and enjoyment of trails.

TN-3.3 Design bridges, under-crossings, and other public improvements within the designated Trail Network, including grade separation of roadways and trails whenever feasible, to provide safe and secure routes for trails and to minimize at-grade intersections with roadways.

TN-3.4 Design new and retrofit existing public and private developments to provide significant visibility of and access to existing and planned trails to promote safety and trail use.

TN-3.5 Recognize that increased use of trails promotes increased safety and security for trail users.

Actions – Accessible, Safe, & Well-Functioning Trails

TN-3.6 Pursue the development of bike rental kiosks by private sector businesses to support and promote bicycle use on trails.